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METALLURGICAL STRESS WASTE PRODUCTS UTILIZATION;
SCRAP PROGRAMS LAG

RAILROADS STEP UP SCRAP SHIPMENT -- Gudok, No 56, 10 May 50

This year, railroad transport must supply 28 percent more metal scrap and ferrous metal waste than it did in 1949, a program which is entirely possible to meet. In many railroad systems and plants there is a considerable quantity of rolling stock which has been removed from inventory. There are 700 such railroad cars on the Latvian Railroad System alone. Rolling stock removed from inventory should be dismantled and that which cannot be used sent to metallurgical plants. However, this work is very poorly organized. In railroad-car repair plants and in wheel shops, there are many discarded wheel pairs which should be dismantled and sent to the metallurgical industry. This procedure has not yet been set up. The removal of ruined bridge girders from rivers also is proceeding intolerably slowly.

Collecting the scrap is only half the program, since collected scrap must also be carefully sorted. In 1949, out of all the scrap and ferrous metal waste collected on the railroads, not more than 12-15 percent was retained for use on the spot. There is no doubt that considerably more could be used if a more economical attitude toward the matter prevailed. During 1949, the North Caucasus System used 1,596 tons of scrap, and the Western System manufactured 1,256 tons of track parts from scrap as well as 1,734 tons of spare parts for rolling stock. An anticreeper made from scrap is 52 percent cheaper than the plant-manufactured product.

GORKIY OBLAST METAL WASTES UNUSED -- Trud, No 122, 24 May 50

All metallurgical plants in Gorkiy Oblast should take note of the initiative of the Kulebaki Plant in making use of its huge slag dump. The plant's directors had pile drivers and cranes installed at the dumps and obtained 25,000 tons of metallic charge material from the waste. This also meant a saving of nearly 1,500 railroad cars which would have been used to haul into the plant that volume of metallic charge. Facts show that other plants in the oblast, however, have not followed this excellent example.

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The Vyksa Plant has dumps with thousands of tons of metallic wastes, but nothing is done to recover them. At the same time, the plant almost every day receives carloads of scrap, while its own resources are not being utilized.

There are several waste product dumps at the "Krasnoye Sormovo" Plant. At the "Levinka" dump, even good, unused metal is dumped, including alloy steel sheets, pressed fagots, armature, and ingots. Perfectly new dump-car parts and other good parts are lying around the dump. The "Sormovo" Plant has four machines each capable of reprocessing 8 tons of steel cuttings per shift, but only two are in operation. Drivitskiy, representative of the "Vtormet" (Secondary Metal) Office reports that one of these machines in the shop which produces tractor spare parts cannot be operated because of scarcity of parts.

The government has fixed the responsibility for the operation of the metallurgical stockyard directly upon the deputy directors of enterprises. Munin, deputy director of the "Sormovo" Plant, has shown himself unwilling to cooperate when the subject is brought up. -- S. Leonov, chief of the Metals Department, Gorkiy Office of "Glavsnab" (Main Supply Administration), Ministry of Transport and Machine Building

ARMENIAN SCRAP RESOURCES WASTED -- Kommunist, No 84, 8 Apr 50

The collection and primary processing of metal scrap and cuttings is not well organized in the Armenian SSR. Enterprises have not yet organized the crushing and fagoting of steel cuttings, with the result that much of this type of scrap is lost or has become useless through lack of proper care. The "Avtodetal" Plant is scheduled in 1950 to deliver to "Glavchermet" hundreds of tons of steel cuttings, and other Armenian plants are scheduled to do likewise. The Armenian base and Tbilisi Office of the Ministry of the Metallurgical Industry for the collection of metal wastes must organize in Yerevan a centralized crushing and fagoting service, both for varied steel cuttings and for sheet-steel wastes. The metal wastes which are dumped on the outskirts of the city should be collected. The Executive Committee of the Yerevan City Soviet of Workers' Deputies should set up a special base of the "Glavchermet" expressly for accepting production wastes from plants and enterprises. The collection, storage, and sorting of metal scrap should also be correctly organized, so that alloy-steel cuttings will not be mixed in storage with common grades of steel. Otherwise, metallurgical plants will have defective production in using mixed scrap and much valuable metal and alloys will be irreparably lost. The "Avtodetal" Plant, for example, processes alloy steel exclusively, and the cuttings from it should not be mixed with the carbon steels of other plants. It is up to the Armenian base and the Tbilisi Office, responsible under the Ministry of the Metallurgical Industry for collection and processing scrap, to initiate the organization of waste-product utilization and the supply of full-value raw material to metallurgical plants. -- A. Mardzhanyan, chief engineer, "Avtodetal" Plant

URGES INCREASED SCRAP COLLECTION IN GEORGIA -- Zarya Vostoka, No 231, 26 Nov 49

The Georgian Office of "Soyuzutil" (All-Union Office for the Procurement, Reprocessing, and Supply of Usable Scrap and Industrial Waste Products for Industry and Export) is conducting a scrap-metal collection in small enterprises, institutions, and from the population in the republic's cities. "Tsekavshiri" is handling scrap collection in the villages through its regional network of procurement offices.

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In recent years, the republic has been fulfilling the quarterly plans for collection and shipment of scrap and waste ferrous metals, but has not yet fully utilized all possibilities for this collection. "Tsekavshiri," the "Gornyak" Plant Machine-Building Plant, and the Transcaucasus Railroad System have fallen short of the scrap-collection goals for 9 months of 1949. Directors of enterprises should take the individual responsibility for the collection and sorting of scrap and waste products. -- I. Mikeladze, chief, industrial division, State Planning Commission, Council of Ministers Georgian SSR

KIRGIZ MEETS SCRAP PLAN -- Sovetskaya Kirgiziya, No 91, 7 May 50

The first-quarter plan for the collection and delivery of scrap metal was fulfilled 121.8 percent in the Kirgiz SSR. The plan was exceeded in Frunze Oblast, where there is the greatest volume of metal waste. Dzhahal-Abad and Osh oblasts, however, fulfilled only 26.3 percent of the plan.

SCRAP CENTERS ADVERTISE SERVICES -- Kommunist Tadzhikistana, No 38, 22 Feb 50

The procurement centers of the Tadzhik Consumers' Union will collect the following items from enterprises, organizations, kolkhozes, and the public: rags, bones, worn-out equipment, papers, old shoes, automobile tires, galoshes and other used rubber products, glassware, iron and cast-iron scrap, old radiators, and other nonferrous metal scrap. The waste collection is registered on specific documents and payment is made through the State Bank in sums up to 100 rubles in cash. Addresses of procurement centers: Stalinabad, "Tadzhikkoopsyr'ye" Base, Krasnoarmeyanskaya, 9; in rayons -- at rural consumers' societies, rayon procurement offices of "rayon" and rayon consumers' unions. -- Advertisement

Sovetskaya Estoniya, No 45, 21 Feb 50

Purchasing centers of "Glavutil'syr'ye" (Main Administration of Usable Scrap and Industrial Waste Products) will buy from the public rags, bones, paper, copper, brass, iron, cast iron, horsehair, etc. Address: Tallin, Kopli, 4, Kingiseppa 77, Padliskiy maantee 48, and Kauba 1; Nymme, ulitsa Pyarnu 319; Khaapsalu, Kar'ya 24. -- Advertisement

URGES EFFICIENT FUEL UTILIZATION -- Gudok, No 65, 31 May 50

In view of the fact that the so-called intermediate product of coal beneficiation, that is, lumps of coal and gangue stuck together, has a moisture content of up to 10-12 percent and an ash content as high as 28-35 percent, it is extremely unprofitable to ship, especially over long distances. This boiler fuel should be used either for the coke by-products plants and metallurgical enterprises themselves, or for supplying heat and power plants, steam-boiler installations, locomotives, and other power-producing installations located directly in the area of the beneficiating plant.

The Stalino Oblast beneficiating plants connected with coke by-products plants produce daily as much as 2,400 tons of the intermediate product. Of this quantity, however, only 3-4 percent is utilized on the spot. In the majority of cases, all the rest is sent to consumers outside the oblast limits: Podol'sk, Voronezh, Odessa, Zhitomir, Kursk, Tambov, Mogilev, and other points far from the Donbass. As a result, a huge number of railroad cars is used inefficiently.

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The Makeyevka, Zhdanov, Stalino, Kramatorsk, Konstantinovka, and Yenakiyevo metallurgical plants receive 1,300 tons of noncoking coals every day from the mines of the "Stalinugol" and Artemugol" combines. Such is also the practice in the metallurgical plants of Dnepropetrovsk Oblast. Thus, many metallurgical plants choose the line of least resistance. Instead of burning the intermediate product in boiler installations with hand-operated and mechanical grates, they burn other types of fuel in these grates, particularly coal tailings which are also a product of a beneficiating plant but have an ash content only half as great. Certainly, the coal tailings could be freed for other purposes.

Before the war, the Zhdanov, Kramatorsk, Makeyevka, and other metallurgical plants used the intermediate product to a large extent in a mixture with tailings and coke fines. At present, however, the plants do not want to receive this product, in spite of the fact that its quality has improved considerably.

Some heads of main administrations of the Ministry of the Metallurgical Industry, although directed not to permit contrary hauling of noncoking fuel, in the present case have caused losses to the state. In 1950, the Main Power Administration allocated 160 tons of the intermediate product per day for the southern metallurgical plants. But, the Main Administration of the Metallurgical Industry ordered the Stalino, Konstantinovka, and other plants not to accept and not to pay for even this insignificant quantity. As a result, in the first quarter, the metallurgical plants received only half the planned 14,000 tons.

Before the war, the question of the efficient utilization of the intermediate product was handled by the special inspecting commission for thermo-technical control inspection. In accordance with the commission's orders, a special re-equipping of the fireboxes took place in the plants. Special commissions reviewing the fuel distribution balance began to add more and more of the enterprises located in the neighborhood of coal-beneficiating plants to the circle of local fuel consumers. At present, the function of the special commission has been given to the oblast administrations of "Gosstab."

The time has come for development of a single, efficient plan for supply of fuel to enterprises of various ministries, so that inefficient hauls of fuel will be eliminated.

PROMOTES METAL-SAVING PLAN -- Pravda, No 151, 31 May 50

As early as 1948, engineers Frolov, Yermolayev, and Zuyev of the Kuznetsk Metallurgical Combine proposed that the allowances permitted by GOST in rolling billets be cut in half. They raised a number of serious arguments in support of their proposal.

By the existing standards, rolling mill workers operating blooming mills, and heavy-section mills have the right to produce billets with allowances of 3 percent more or less than the specified dimensions. For example, a square billet, 200 millimeters in cross section, can be rolled on the blooming mill to no less than 194 millimeters or no more than 206 millimeters in cross section. As a result, in the making of only one railroad-car axle from this size billet, 30 kilograms of steel are wasted and become cuttings. Such allowances, established as long ago as 1936, have prevailed for the past 14 years with almost no significant changes, while at the same time, technology of rolling has progressed far ahead. The durability of the rollers has been almost doubled, durability of bearings has been increased many times, and greater precision in rolling has been achieved. Kuznetsk rolling mills for a long time have been producing billets according to allowances which are only

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half the existing standards. Such precision work has been going on now for a number of years to the extent that a billet rolled with plus allowances is considered defective material. Throughout 1949, the combine's shops have rolled the majority of profiles according to the minus allowances only, thus saving many thousand tons of quality steel.

The engineers have posed the question as to why such precision in rolling is not adopted in other metallurgical plants under the Ministry of the Metallurgical Industry and why the existing standards have not been reviewed at this time. Certain standards are outdated to the point where they actually act as a serious deterrent to the development and improvement of rolling methods.

In 1949, the directors of the combine sent the proposals of its engineers to the ministry, to P. G. Ravdel', chief of the Technical Administration, and to D. A. Smolyarenko, chief of the Production Division. Several months later, the combine received an answer under the signature of P. Kushnir, deputy-chief of the Technical Administration, to the effect that the proposed changes were not wise, since they would result in a great amount of defective material and would not benefit consumers. Such reasoning is not logical, however, since the Kuznetsk Combine would not have introduced these changes over a number of years unless they were of benefit to consumers.

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